FIGURE 2-4. Comprehensive Surveillance Plan (CSP) for Element Performance Inspections (EPI).

The CSP-EPI is an automated tool that PI and other CMT members use to plan and record surveillance requirements for a specific air carrier. Both Airworthiness and Operations specialties must complete the CSP-EPI. Therefore, the tool is divided into two sections: Airworthiness and Operations.

The CSP-EPI is simple, yet structured, and provides the flexibility for use by many different types of air carriers. It provides a template for the PI to determine, based on data and information analysis, knowledge, and experience, the most appropriate level of surveillance for each of their air carrier elements. The CSP-EPI development gives the PI the freedom and authority to increase surveillance in problem areas and reduce surveillance in proven areas.

It is the PI's responsibility to make appropriate decisions and determinations on the surveillance requirements. However, the CSP-EPI does provide information by element that the PI can use to determine the surveillance requirements for the air carrier. This information includes the element name, the criticality baseline associated with the element, the EPI frequency baseline associated with the element, and the assessment value resulting from the air carrier assessment process.

The CSP-EPI also provides space for the PI to record the information that will form the basis for each of the individual Inspector Work Plans. This section of the CSP-EPI includes space for the PI to annotate the EPI minimum frequency associated with the element, the initial plan EPI, the current plan EPI, the completed EPI, the remaining EPI, the Inspector ID and information, and a space for any notes.

CSP-EPI INSTRUCTIONS

The CSP-EPI will be used by PI and the CMT to document the results of their planning activities, both annually and as required by retargeting. The rows associated with the CSP-EPI document the air carrier system elements. The PI for Operations will identify and record the system-based surveillance requirements for the Operations elements and the PI for Maintenance and Avionics will identify and record the system-based surveillance requirements for the Airworthiness elements.

The PI should first complete the informational section of the CSP-EPI that includes the Air Carrier name and the Air Carrier Designator.

Many of the columns presented on the CSP-EPI are either standard information provided as guidance or information auto-filled from sources throughout the process. Finalization of the Air Carrier Assessment Tool is required prior to the development of the CSP-EPI.

The CSP-EPI Assessment Value column is auto-filled using the results of the ACAT. Once the Assessment Value column has been filled, the *EPI Minimum Frequency* column is automatically determined from the *EPI Baseline Frequency* column and the *Assessment Value* column. Automation ensures that the *EPI Minimum Frequency* column is not less than "A" (annually).

Based on the ACAT results, as well as expertise and personal knowledge of the air carrier, the PI will enter the number of EPI inspections to be completed for each element for the plan year in the *Initial Plan EPIs* column. The number of Initial Plan EPIs must at least meet the *EPI Minimum Frequency*. This gives the PI the ability and authority to increase surveillance in problem areas. After the PI saves the CSP-EPI as "Final", the value entered into the *Initial Plan EPIs* column will auto-fill the *Current Plan EPIs* column, which provides a status of current EPI planned.

Once an EPI Record is completed, the *Completed EPIs* column in the CSP-EPI will automatically be updated to reflect that completion.

Once the *Completed EPIs* column has been filled, the *Remaining EPIs* column will be automatically computed by subtracting the *Completed EPIs* column from the *Current Plan EPIs* column. This process allows the PI to easily identify and follow the status of the EPI through completion of the CSP.

The PI will also need to enter information into the *Inspector ID* column. Automation will provide the Plan ID, Element ID/Name, and a listing of the CMT inspectors by specialty. The PI will select a name from the list of inspectors for each EPI inspection planned. The PI will also enter a location, if desired, for the EPI inspection and any other specific instructions necessary for the inspector to properly complete the EPI inspection. Automation assigns a unique Record ID to each of the planned EPI and ensures that the inspector has access to the reports associated with that EPI record.

The CSP-EPI also provides a *Notes* column where the PI can enter any general notes or comments related to the EPI inspection.

Retargeting results in a new version of the CSP-EPI. After review and/or adjustment of the SSAT and ACAT, the PI may enter a new number in the *Current Plan EPIs* column to reflect the new number of EPI inspections to be completed for each element for the plan year. Automation updates the *Remaining EPIs* column based on the new *Current Plan EPIs* column.

If any EPI inspections are added as a result of retargeting, automation will assign a unique EPI Record ID to the inspection and the PI will need to enter the applicable information in the *Inspector ID* column.

The *Initial Plan EPIs* column will never change from the initial number entered for the plan year. Therefore, the PI has the capability to track what was planned initially and any changes made due to retargeting.

The detailed descriptions and instructions for completing the CSP-EPI are presented on the following pages:

CSP-EPI

Item	DESCRIPTION/INSTRUCTIONS
CRITICALITY BASELINE	This column identifies the level of criticality that has been defined as the standard for each element. It will be categorized as High, Medium, or Low. • High = A high likelihood that a failure in this element could lead to an unsafe condition. • Medium = A moderate likelihood that a failure in this element could lead to an unsafe condition. • Low = A low likelihood that a failure in this element could lead to an unsafe condition.
ELEMENTS	This column identifies the Operations or Airworthiness elements of the air carrier systems and sub-systems.
EPI FREQUENCY BASELINE	This column identifies the frequency that has been defined as the standard for each element. It will be categorized as Q, S, or A. • Q = Quarterly surveillance of the element within the defined planning cycle. • S = Semi-annual surveillance of the element within the defined planning cycle. • A = Annual surveillance of the element within the defined planning cycle.

CSP-EPI

Item	DESCRIPTION/INSTRUCTIONS
ASSESSMENT VALUE	This column identifies the ASSESSMENT VALUE determined through the use of the Air Carrier Assessment Tool. This ASSESSMENT VALUE is applied to the EPI Frequency Baseline to determine the EPI Minimum Frequency for an element. The Assessment Values are: • -1 = Leads to a reduction in the inspection frequency for the surveillance element. • 0 = Leads to no change in the inspection frequency for the surveillance element. • +1 = Leads to a one-level increase in the inspection frequency for the surveillance element. • +2 = Leads to a two-level increase in the inspection frequency for the surveillance element.
EPI MINIMUM FREQUENCY	This column identifies an EPI MINIMUM FREQUENCY that is computed by applying Assessment Value to the EPI FREQUENCY BASELINE. This indicates the minimum frequency with which the element will be inspected within the defined planning cycle. It will be categorized as H, Q, S, or A. • H = Heightened surveillance of the element, within the defined planning cycle, to a frequency greater than quarterly as determined by the Principal Inspector. A thorough system assessment, such as an SAI, should be considered for this element. • Q = Quarterly surveillance of the element within the defined planning cycle. • S = Semi-Annual surveillance of the element within the defined planning cycle. • A = Annual surveillance of the element within the defined planning cycle.
INITIAL PLAN EPIS	The PI enters the number of EPI inspections initially planned to be completed for each element for the plan year.
CURRENT PLAN EPIS	This column identified the current number of EPI inspections to be completed for each element for the plan year. The PI enters any changes made in the number of EPI inspections due to retargeting in this column.

CSP-EPI

Item	DESCRIPTION/INSTRUCTIONS
COMPLETED EPIS	This column identifies the number of EPI inspections that have been completed for each element for the plan year.
REMAINING EPIS	This column identifies the number of EPI inspections left to be completed for each element for the plan year.
INSPECTOR ID	From a drop-down listing of CMT inspectors by specialty, the PI will choose an inspector for each EPI. The PI may enter a location for the EPI and any other specific instructions necessary for the inspector to complete the EPI inspection.
NOTES	The PI may enter any additional comments in this column.

COMPREHENSIVE SURVEILLANCE PLAN - ELEMENT PERFORMANCE INSPECTION (EPI)
AIRWORTHINESS

Air Carrier _____ Air Carrier Designator _____

Criticality Baseline*	ELEMENTS		EPI Frequency Baseline**	Assessment Value	EPI Minimum Frequency	Initial Plan EPIs	Current Plan EPIs	Completed EPIs	Remaining EPIs	Inspector ID	Notes
	1.0	**AIRCRAFT CONFIGURATION CONTROL**									
	1.1	**Aircraft**									
High	1.1.1	Aircraft Airworthiness Requirements	Q								
Medium	1.1.2	Appropriate Operational Equipment	S								
TBD	1.1.3	Special Flight Permits	TBD								
	1.2	**Records and Reporting Systems**									
High	1.2.1	Airworthiness Release or Log Book Entry	Q								
Medium	1.2.2	Major Repairs and Alterations	S								
High	1.2.3	Maintenance Log/Recording Requirements	Q								
Low	1.2.4	MIS Reports	A								
Low	1.2.5	Mechanical Reliability Reports (MRR)	A								
Low	1.2.6	Aircraft Listing	A								

* High *A high likelihood that a failure in this element could lead to an unsafe condition.*
Medium *A moderate likelihood that a failure in this element could lead to an unsafe condition.*
Low *A low likelihood that a failure in this element could lead to an unsafe condition.*

** Q = Quarterly
S = Semi-Annually
A = Annually

*** Q = Quarterly
S = Semi-Annually
A = Annually
H = Heightened

COMPREHENSIVE SURVEILLANCE PLAN - ELEMENT PERFORMANCE INSPECTION (EPI)
AIRWORTHINESS

Air Carrier _____ Air Carrier Designator _____

Criticality Baseline*	ELEMENTS	EPI Frequency Baseline**	Assessment Value	EPI Minimum Frequency	Initial Plan EPIs	Current Plan EPIs	Completed EPIs	Remaining EPIs	Inspector ID	Notes
	1.3 Maintenance Organization									
High	1.3.1 Maintenance Program	Q								
High	1.3.2 Inspection Program	Q								
High	1.3.3 Maintenance Facilities/Main Maintenance Base	Q								
High	1.3.4 RII	Q								
High	1.3.5 MEL/CDL/Deferred Maintenance	Q								
High	1.3.6 AD Management	Q								
High	1.3.7 Outsource Organization	Q								
High	1.3.8 Control of Calibrated Tools and Test Equipment	Q								
High	1.3.9 Engineering/Major Repairs and Alterations	Q								
High	1.3.10 Parts/Material Control/SUP	Q								
High	1.3.11 Continuous Analysis and Surveillance (CAS)	Q								
High	1.3.12 SFAR36	Q								
High	1.3.13 DAS	Q								
Low	1.3.14 GMM/Equivalent	A								
Medium	1.3.15 Reliability Program	S								
Medium	1.3.16 Fueling	S								

COMPREHENSIVE SURVEILLANCE PLAN - ELEMENT PERFORMANCE INSPECTION (EPI)
AIRWORTHINESS

Air Carrier _____ Air Carrier Designator _____

Criticality Baseline*	ELEMENTS		EPI Frequency Baseline**	Assessment Value	EPI Minimum Frequency	Initial Plan EPIs	Current Plan EPIs	Completed EPIs	Remaining EPIs	Inspector ID	Notes
High	1.3.17	Weight and Balance Program	Q								
High	1.3.18	De-Icing Program	Q								
Low	1.3.19	Lower Landing Minimums	A								
TBD	1.3.20	Engine Conditioning Monitoring	TBD								
TBD	1.3.21	Parts Pooling	TBD								
TBD	1.3.22	Parts Borrowing	TBD								
TBD	1.3.23	Short-term Escalations	TBD								
TBD	1.3.24	CASE	TBD								
	2.0	**MANUALS**									
	2.1	**Manual Management**									
Medium	2.1.1	Currency	S								
Medium	2.1.2	Content Consistency Across Manuals	S								
Medium	2.1.3	Distribution	S								
Medium	2.1.4	Availability	S								
Medium	2.1.5	Supplemental Operations Manual Requirements	S								
	4.0	**PERSONNEL TRAINING AND QUALIFICATIONS**									
	4.1	**Maintenance Personnel Qualifications**									

COMPREHENSIVE SURVEILLANCE PLAN - ELEMENT PERFORMANCE INSPECTION (EPI)
AIRWORTHINESS

Air Carrier _____ Air Carrier Designator _____

Criticality Baseline*	ELEMENTS		EPI Frequency Baseline**	Assessment Value	EPI Minimum Frequency	Initial Plan EPIs	Current Plan EPIs	Completed EPIs	Remaining EPIs	Inspector ID	Notes
High	4.1.1	RII Personnel	Q								
Medium	4.1.2	Maintenance Certificate Requirements	S								
	4.2	**Training Program**									
High	4.2.1	Maintenance Training Program	Q								
High	4.2.2	RII Training Requirements	Q								
Low	4.2.8	Simulators/Training Devices	A								
	4.4	**Mechanics and Repairmen Certification**									
Low	4.4.1	Recency of Experience	A								
Low	4.4.2	Display of Certificate	A								
Low	4.4.3	Privileges - Airframe and Powerplant	A								
Low	4.4.4	Privileges and Limitations for Repairmen	A								
	5.0	**ROUTE STRUCTURES**									
	5.1	**Approved Routes/Areas for Domestic, Flag, Supplemental, and Commercial**									
Medium	5.1.1	Line Stations (Servicing and Maintenance)	S								
Medium	5.1.2	Weather Reporting Facilities/ SWARS Stations	S								
Medium	5.1.3	Non-Federal NAVAIDs	S								

COMPREHENSIVE SURVEILLANCE PLAN - ELEMENT PERFORMANCE INSPECTION (EPI)
AIRWORTHINESS

Air Carrier _____ Air Carrier Designator _____

Criticality Baseline*	ELEMENTS		EPI Frequency Baseline**	Assessment Value	EPI Minimum Frequency	Initial Plan EPIs	Current Plan EPIs	Completed EPIs	Remaining EPIs	Inspector ID	Notes
Low	5.1.4	Altimeter Setting Sources	A								
TBD	5.1.8	ETOPS	TBD								
TBD	5.1.9	RVSM Authorization	TBD								
	6.0	**AIRMAN AND CREWMEMBER FLIGHT, REST, AND DUTY TIME**									
	6.2	**Maintenance Personnel**									
Low	6.2.1	Duty Time	A								
	7.0	**TECHNICAL ADMINISTRATION**									
	7.1	**Key Personnel**									
Low	7.1.1	Director of Maintenance	A								
Low	7.1.2	Chief Inspector	A								
Low	7.1.3	Director of Safety	A								
Low	7.1.6	Maintenance Control	A								

COMPREHENSIVE SURVEILLANCE PLAN - ELEMENT PERFORMANCE INSPECTION (EPI)
OPERATIONS

Air Carrier _____ Air Carrier Designator _____

Criticality Baseline*	ELEMENTS		EPI Frequency Baseline**	Assessment Value	EPI Minimum Frequency	Initial Plan EPIs	Current Plan EPIs	Completed EPIs	Remaining EPIs	Inspector ID	Notes
	1.0	**AIRCRAFT CONFIGURATION CONTROL**									
	1.1	**Aircraft**									
Medium	1.1.2	Appropriate Operational Equipment	S								
	2.0	**MANUALS**									
	2.1	**Manual Management**									
Medium	2.1.1	Currency	S								
Medium	2.1.2	Content Consistency Across Manuals	S								
Medium	2.1.3	Distribution	S								
Medium	2.1.4	Availability	S								
Medium	2.1.5	Supplemental Operations Manual Requirements	S								

* High *A high likelihood that a failure in this element could lead to an unsafe condition.*
Medium *A moderate likelihood that a failure in this element could lead to an unsafe condition.*
Low *A low likelihood that a failure in this element could lead to an unsafe condition.*

** Q = Quarterly
S = Semi-Annually
A = Annually

*** Q = Quarterly
S = Semi-Annually
A = Annually
H = Heightened

COMPREHENSIVE SURVEILLANCE PLAN - ELEMENT PERFORMANCE INSPECTION (EPI)
OPERATIONS

Air Carrier _____ Air Carrier Designator _____

Criticality Baseline*	ELEMENTS		EPI Frequency Baseline**	Assessment Value	EPI Minimum Frequency	Initial Plan EPIs	Current Plan EPIs	Completed EPIs	Remaining EPIs	Inspector ID	Notes
	3.0	**FLIGHT OPERATIONS**									
	3.1	**Air Carrier Programs and Procedures**									
Medium	3.1.1	Passenger Handling	Q								
Medium	3.1.2	Flight Attendant Duties/Cabin Procedures	S								
High	3.1.3	Airman Duties/Flight Deck Procedures	S								
Medium	3.1.4	Operational Control	S								
Medium	3.1.5	Carry On Baggage	S								
Medium	3.1.6	Exit Seating	S								
High	3.1.7	De-Icing Program	Q								
High	3.1.8	Carriage of Cargo	Q								
High	3.1.9	Aircraft Performance Operating Limitations	Q								
Low	3.1.10	Lower Landing Minimums	A								

COMPREHENSIVE SURVEILLANCE PLAN - ELEMENT PERFORMANCE INSPECTION (EPI)
OPERATIONS

Air Carrier _____ Air Carrier Designator _____

Criticality Baseline*	ELEMENTS		EPI Frequency Baseline**	Assessment Value	EPI Minimum Frequency	Initial Plan EPIs	Current Plan EPIs	Completed EPIs	Remaining EPIs	Inspector ID	Notes
TBD	3.1.11	Computer Based Record Keeping	TBD								
TBD	3.1.12	HAZMAT / Dangerous Goods Program	TBD								
TBD	3.1.13	Other Personnel with Operational Control	TBD								
	3.2	**Operational Release**									
High	3.2.1	Dispatch or Flight Release	Q								
High	3.2.2	Flight/Load Manifest/Weight and Balance Control	Q								
High	3.2.3	MEL/CDL Procedures	Q								
	4.0	**PERSONNEL TRAINING AND QUALIFICATIONS**									
	4.2	**Training Program**									
High	4.2.3	Training of Flight Crewmembers	Q								
High	4.2.4	Training of Flight Attendants	Q								
High	4.2.5	Training of Dispatcher	Q								
High	4.2.6	Training of Station Personnel	Q								

COMPREHENSIVE SURVEILLANCE PLAN - ELEMENT PERFORMANCE INSPECTION (EPI)
OPERATIONS

Air Carrier _____ Air Carrier Designator _____

Criticality Baseline*	ELEMENTS		EPI Frequency Baseline**	Assessment Value	EPI Minimum Frequency	Initial Plan EPIs	Current Plan EPIs	Completed EPIs	Remaining EPIs	Inspector ID	Notes
High	4.2.7	Training of Check Airman and Instructors	Q								
High	4.2.8	Simulators/Training Devices	Q								
High	4.2.9	Outsource Crewmember Training	Q								
High	4.2.10	Aircrew Designated Examiner	Q								
TBD	4.2.11	Training of Flight Followers	TBD								
	4.3	**Crewmember and Dispatch Qualifications**									
Medium	4.3.1	Pilot Operating Limitations/Recent Experience	S								
Medium	4.3.2	Appropriate Airman/Crewmember Checks and Qualifications	S								
TBD	4.3.3	Advanced Qualification Program	TBD								
	5.0	**ROUTE STRUCTURES**									
	5.1	**Approved Routes/Areas for Domestic, Flag, Supplemental, and Commercial**									

COMPREHENSIVE SURVEILLANCE PLAN - ELEMENT PERFORMANCE INSPECTION (EPI)
OPERATIONS

Air Carrier _____ Air Carrier Designator _____

Criticality Baseline*	ELEMENTS		EPI Frequency Baseline**	Assessment Value	EPI Minimum Frequency	Initial Plan EPIs	Current Plan EPIs	Completed EPIs	Remaining EPIs	Inspector ID	Notes
Medium	5.1.5	Station Facilities	S								
Low	5.1.6	Use of Approved Routes, Areas and Airports	A								
TBD	5.1.7	Special Navigation Areas of Operation	TBD								
TBD	5.1.8	ETOPS	TBD								
TBD	5.1.9	RVSM Authorization	TBD								
	6.0	**AIRMAN AND CREWMEMBER FLIGHT, REST, AND DUTY TIME**									
	6.1	**Airman and Crewmember Limitations for Domestic, Flag, Supplemental, and Commercial**									
Medium	6.1.1	Scheduling/Reporting System	S								
Medium	6.1.2	Flight Crewmember Flight/Duty/Rest Time	S								
Medium	6.1.3	Flight Attendant Duty/Rest Time	S								
Medium	6.1.4	Dispatcher Duty/Rest Time	S								
	7.0	**TECHNICAL ADMINISTRATION**									
	7.1	**Key Personnel**									
Low	7.1.3	Director of Safety	A								

COMPREHENSIVE SURVEILLANCE PLAN - ELEMENT PERFORMANCE INSPECTION (EPI)
OPERATIONS

Air Carrier _____ Air Carrier Designator _____

Criticality Baseline*	ELEMENTS		EPI Frequency Baseline**	Assessment Value	EPI Minimum Frequency	Initial Plan EPIs	Current Plan EPIs	Completed EPIs	Remaining EPIs	Inspector ID	Notes
Low	7.1.4	Director of Operations	A								
Low	7.1.5	Chief Pilot	A								
	7.2	**Other Programs**									
TBD	7.2.1	Safety Program (Ground and Flight)	TBD								